

What is claimed is:

1. A luggage storage structure for vehicle, comprising:
  - a storage concave portion formed to project downward on a floor panel;
  - a plate member for closing an upper part of the storage concave portion;
  - a transfer mechanism for transferring the plate member up and down in an upper part of the floor panel.
  - a pair of rail frames fixed on a floor panel side and being parallel to each other;
  - a pair of drive links, one end side of the drive links being connected with a rail frame side so as to transfer in a longitudinal direction of the rail frame, the other end side being connected with a plate member side, the drive links being horizontal when the plate member closes the storage concave portion, and the drive links being raised when the plate member is transferred upward;
  - a pair of driven links, both end sides of the driven links being connected with the plate member side and the floor panel side, a middle side of the driven links being connected with the drive link so as to rotate, the driven links being horizontal when the plate member closes the storage concave portion and the driven links being raised when the plate member is transferred upward;

a plurality of sliders capable of transferring in the longitudinal direction of the rail frame, the sliders engaging with a drive link side; and

a driving mechanism for transferring each slider in the longitudinal direction of the rail frame;

wherein each drive link and each driven link shift between an approximately horizontal state and a raised state by transferring one end side of each drive link along the rail frame.

2. The luggage storage structure as claimed in claim 1, wherein:

the storage concave portion is a spare tire storage portion, the plate member transferring approximately up and down in a luggage space of said vehicle.

3. The luggage storage structure as claimed in claim 1, further comprising:

a contacting portion capable of contacting with the slider side, is formed on the rail frame side of each drive link;

a contacting surface sloped upward in a transfer direction of the slider and contacted with the contacting portion when the drive link is raised from the horizontal state;

a rotary connecting portion capable of connecting

with the rail frame side of the drive link so as to rotate, an initial transfer zone of the contacting portion for contacting with the contacting surface so as to transmit a driving force of the slider to the drive links; and

a normal transfer zone provided for the driving force to be transmitted from the slider through the rotary connecting portion to the drive links.

4. The luggage storage structure as claimed in claim 1, further comprising:

an electric motor in the driving mechanism,

wherein:

two electric motors are disposed, and each slider is independently driven by each electric motor.

5. The luggage storage structure as claimed in claim 1, further comprising:

a plate member frame for supporting the plate member, the plate member frame being connected with each drive link and each driven link, and the plate member frame transferring in a predetermined direction with respect to each drive link and each driven link; and

a driving member for transferring the plate member frame in the predetermined direction.

6. The luggage storage structure as claimed in claim 1, further comprising:

a plate member frame for supporting the plate member, the plate member frame being connected with each drive link and each driven link;

a lock portion for locking the plate member and the plate member frame; and

a lock mechanism having an operating portion capable of unlocking the lock portion, the operating portion of the lock mechanism being disposed on a lower surface of the plate member.